

# BRITISH ROUT THE BOERS

At Talaha Hill Near Glencoe.  
Dublin Fusiliers and King's  
Rifles do the Business.

## BRITISH LOSSES ARE HEAVY.

All of the Transvaal Artillery  
Captured—Fleeing Troops  
are Being Pursued.

## GENERAL SYMONS WOUNDED.

Kruger's Forces Suffer a Tremendous Blow Near Mafeking.  
100 are Killed.

GLENCOE CAMP, Oct. 20.—After eight hours of continuous heavy fighting Talaha hill was carried by the Dublin Fusiliers and the King's Rifles under cover of a well served artillery fire by the Thirtieth and Sixty-ninth batteries. The Boers who threatened the British rear have retired.

The fight was almost an exact counterpart of that of Majuba hill, except that the positions of the Boer and British forces were reversed. General Symons was severely, but not dangerously, wounded.

General Symons was shot through the thigh but no bones were broken. He is cheerful.

The battle to-day has been a brilliant success. The Boers got a reverse which may possibly, for a time at any rate, check all aggressive action.

The British artillery practice in the early part of the day decided the battle. The seizure of Dundee hill by the Boers was a surprise, for, although the pickets had been exchanging shots all night it was not until a shell boomed over the town into the camp that their presence was discovered. Then the shells came fast.

The hill was positively alive with the swarming Boers, still the British artillery got to work with magnificent energy and precision.

Boer Batteries Silenced.  
The batteries from the camp took up positions to the south of the town and after a quarter hour's magnificent firing, silenced the guns on the hills.

The correspondent could see the Boers dropping among the Boer places with remarkable accuracy and doing tremendous execution, for the enemy were present in very large numbers, and in places considerably exposed.

By this time the enemy held the whole of the hill behind Smith's Farm and the Dundee Kopje, right away to the south, in which direction the British infantry and cavalry moved at once.

The fighting raged particularly hot at the valley outside the town. Directly the Boer guns ceased firing, General Symons ordered the infantry to move on the position. The infantry charge was magnificent. The way the King's Royal Rifles and the Dublin Fusiliers stormed the position was one of the most splendid sights ever seen.

The firing of the Boers was not so deadly as might have been expected from the troops occupying such an excellent position, but the infantry lost heavily, and the Boers were driven off the hill, and only the Boers' retreat was followed by the cavalry. The direction taken was to the eastward. At the latest reports the cavalry had not returned.

Boer Artillery Weak.  
Some say that four and some say five guns were captured. The Boer artillery firing was weak. A lot of plucked shells were used. Although the enemy's position was carried soon after 1 o'clock, the Boers' firing was not at all intermittent.

The British losses are very severe, but those of the Boers are much heavier. The final result was made with a triumphant yell, and as the British troops charged to close quarters the enemy turned and fled, leaving all their baggage and guns behind them in their precipitate flight.

While this was going on, one battery of artillery, the Eighteenth Hussars, mounted the infantry with a pair of the Leicester regiment, got on the enemy's flank, and as the Boers streamed wildly down the hills, making for the main road, they found their retreat had been cut off, but they rallied for awhile, and there was severe fighting, with considerable loss to each side. Many of the enemy surrendered. Their arms and baggage were taken from them, and the British lost 250 killed or wounded, and that of the Boers at 800.

Kruger's Forces in Bad Shape.  
A newspaper correspondent states that through his glasses during the fighting to-day he noticed how much the Boers seemed to be nonplussed by the tactics of the imperial troops, especially of the well-drilled, swift-moving, and determined, the enemy are still, as of old, a mob. They are without horse and forage and many of them rely for food upon what they can obtain by looting. Their animals are mostly in a wretched condition.

It is understood that before to-day's battle several Boers had left their command and gone home to their farms, and many others are likely to follow.

The movement of the commandos in the district are somewhat

mysterious. It is supposed that they have some idea of getting around between this place and Ladysmith. Many Boers are reported to be falling back on their old positions. They have been raising a series of fortifications between Sandpruit and Dannhauser, their object being to contest the grand advance of the imperial troops. Near Sandpruit camp they have a laager with several pieces of artillery, and another behind Volksrust, where they have a laager overlooking Laings Nek and Ingers Heights are fortified, and earthworks have been thrown up and guns left at various places on the way south.

## TREMENDOUS BLOW

Inflicted on the Boers Nine Miles North of Mafeking—100 Killed by Dynamite Explosion.

CAPE TOWN, Oct. 20.—Evening—Dispatches dated Mafeking, Saturday night, and carried by dispatch riders via Kuruman and Danielskuil to Hooktown, state that Colonel Baden Powell inflicted a tremendous blow on the Boers nine miles north of Mafeking. Two trucks laden with dynamite, which it was judged unsafe to keep in Mafeking on account of the risk of explosion, should the town be shelled, were sent by Colonel Baden Powell, nine miles out, in the hope that the Boers would shell and explode them. And so it happened. When the engine treated about a mile, the enemy shelled the trucks with the result that a terrible explosion occurred, killing, it is estimated, one hundred Boers.

## ENGLAND'S OBJECT

In Immense Military Preparations. To Merge Five Federal States Into Dominion of South Africa.

LONDON, Oct. 20.—It is reported that Great Britain's immense military preparations against two insignificant republics are viewed with considerable curiosity in some of the European capitals, notably Paris and St. Petersburg. Notes have been exchanged on the subject, and it is even hinted in unofficial quarters that inquiries will be addressed to the British government as to the contemplated absorption of the two republics by the British empire.

The Press Association to-night announced with an air of authority that the government's plan is to terminate the war in the Cape Colony, the Transvaal, Natal, the Orange Free State and Rhodesia—under the title of the Dominion of South Africa, the crown to appoint a governor general, and the five states having power each to elect its own lieutenant governor and to have local legislatures with a dominion parliament to meet at Cape Town.

With some modifications, the scheme is based upon lines similar to those of the Canadian government.

## BOER POSITION TAKEN

At Glencoe, After Heavy Fighting. Five Guns Captured.

LONDON, Oct. 20.—A special dispatch from Glencoe, dated 8:25 a. m., this morning announced that the Boer position had been captured after heavy fighting during which five guns were taken.

The war office, during the morning received a report that General Symons was wounded in the engagement at Glencoe. The war office also received the following dispatch dated yesterday evening from Ladysmith:

"The Boers commenced descending the western passes on Tuesday and came in contact with our patrols yesterday. They continued to advance, but were checked by the British left flank at Bester's Station, their center at Bluebank and their right more retired.

"The action of the morning resulted in a report that General Symons was wounded in the engagement at Glencoe. The war office also received the following dispatch dated yesterday evening from Ladysmith:

"I moved my camp into a position I have selected, being in a position overlooking the town of Ladysmith and I hope to-day that the Boers might have been sufficiently near me to strike a blow, but they have not yet done so. They have retired west, our patrols getting in touch nowhere except with a comparatively small body at Bester's station.

"Communication with Glencoe Junction was cut off at Elandsdorp, where they captured a goods train.

"A Boer force is advancing over Beagarsburg. Communication by telegraph is still open via Greytown."

## FINANCIAL FEATURES

Of the Transvaal Situation—Cessation of the Gold Output.

LONDON, Oct. 20.—The London manager of the Bank of South Africa republic made the following statement to-day to the Associated Press:

"When one considers the average weekly gold exports from the Transvaal to England, which you may estimate at £400,000, to say nothing of a considerable amount that goes weekly to the continent, it is impossible to see that the complete cessation of such a large amount will not create some stringency, especially as the only way to meet the increased expenditure in South Africa is to ship out gold."

These conditions are keenly realized by the larger financial houses and throughout the week the stock exchange has been in a state of nervousness, and the measures the government will adopt to raise the necessary funds.

It is a curious fact that South African stocks have not slumped. In many cases they have even risen. This is probably due to the implicit belief of the average investor in the might of British arms and to the supposition that the Boers will soon come under British control.

QUICK WORK

The Mobilization of the British Reserves Practically Completed.

LONDON, Oct. 20.—The mobilization is practically completed and it is said that more than 90 per cent. of the reserves have rejoined the colors. This is considered eminently satisfactory.

The speed at which the army corps has been gotten together has excited the admiration of the German headquarters staff, and they have sent a semi-official message of congratulation to the British military attaché in Berlin to the service. The London press regards this as a well-deserved compliment, the papers pointing out that the British army has been mobilized splendidly, but the large majority of those who have reported are medically fit for service. In several cases the outlying regiments contain a proportion

# GLORIOUS YANKEE VICTORY.

In a Breeze that Nearly Approached the Dignity of a Gale the Columbia Wins

## BY NEARLY SEVEN MINUTES.

Crushing Blow to Lipton Who Built his Hopes on Taking the Cup Home.

NEW YORK, Oct. 20.—Through wind and hoarse seas, in a breeze that nearly approached the dignity of a gale, the gallant sloop Columbia to-day vanquished the British challenger Shamrock by six minutes and eighteen seconds actual time and six minutes and thirty-four seconds corrected time, thus completing the series for the America's cup with a magnificent rough weather duel and a glorious Yankee victory.

For the eleventh time the attempt of a foreigner to wrest from America the yachting supremacy of the world has failed. The trophy won by the old schooner America forty-eight years ago is still ours, a monument to the superiority of American seamanship and American naval architecture and a standing challenge to the yachtsmen of all nations. Unbeaten America again tastes the glory of victory. The intrinsic value of the reward which hundreds of thousands of dollars were expended to secure, is small—simply an antiquated piece of silverware which Queen Victoria offered for the best sailing ship in the world in the early days of her reign, but around it cluster the precious memories of unbroken American triumphs and the honor of mastery in the noblest of sports. To Sir Thomas Lipton, whose name is now added to the list of defeated aspirants for the honor of carrying the cup back across the Atlantic, failure was a crushing blow. His hope had been high. But, like the true sportsman that he is, the sting of defeat has left no bitterness and with undaunted courage, he intimates that he may be back with a better boat to try again.

The boats have had two fair and square races, one in light airs; and the other in a heavy blow, and Sir Thomas is perfectly satisfied that he was beaten by the better boat.

Test of Rough Weather Qualities.  
To-day's race was a glorious test of the rough weather qualities of the two yachts. There was too much frolic in the air for comfort and it was far too rough for land lubbers.

The prayer of Sir Thomas for wind was answered. It was blowing twenty-five miles an hour at the lights, enough wind and enough sea to make any racing machine stagger.

Both yachts fled across the starting line before the twenty-five knot breeze wing and wing, their spinnakers breaking out like puffs of white smoke and setting hard as plaster. The Shamrock was over a minute and one second before the defender. But this was not due to superior seamanship. Captain Barr held off that length of time after the green boat crossed in order that he might get the position astern, where he could have an opportunity to blanket his rival. The yachts made a beautiful picture as they sped away at an angle of almost 45 degrees. This allowed the big sail to belly far out forward and draw like a locomotive. But it was rather dangerous, and twice an extra puff of wind carried the sail onward and up until it tumbled over the stay.

But the Deer Island sailors each time had it back in place in a jiffy. The Shamrock had no such mishaps. Her rig carried her boom lower. The Yankee trick, however, did its work, lifting the head of the Columbia out of the water until she seemed to be skimming over the surface. The excursion fleet training down on each side were chasing after the yachts as fast as their speed would carry them. But the big sloops set so hot a pace that they left half the tug boats and some of the steam yachts astern. They were going at a thirteen knot clip, the Yankee slowly but surely inch by inch overhauling her adversary. Closer and closer she drew, dead astern of the challenger, hoping with her mountain of canvas to shut off her rival's wind. When the Columbia had crept up to within striking distance the green boat crowded on a little more canvas, setting a baby jib top-sail, and for ten minutes she seemed to hold the American even. Both were going like scared deer. A stern chase is a long one, but as the yachts approached the outer mark, the patriots with high bounding pulses saw that the Columbia was again picking up on the enemy.

Neck and Neck.  
At 12:10 o'clock half a mile from the mark, the Bristol boat got alongside the challenger and neck and neck, like a span of race horses, they bowed down for the float. Three minutes later, when they took to their spinnakers preparatory to gybing, the Columbia was a length in the lead and footing like mad. The yachts swept around the mark, the Columbia seventeen seconds ahead but so close that one chorus from the fleet answered for both. The Columbia had gained a minute and eighteen seconds in the fifteen mile run. At they leaned away on the starboard tack for the last home, the white flyer was to windward and about a length ahead. With their sheets trimmed flat, they surged into the head seas, and the helmsmen, as high as the spinnakers, they creased until their lee rails were awash in the swirling

driving waves. Oceans of spray came over, and occasionally both shipped board crests of green water forward. Their wakes was a smothered foam. Everything aboard was wet and dripping. Seldom has there been such a smashing sea under the bows of cup contestants. The water spouted twenty feet into the air. The green boat labored more than the Yankee. Once or twice she buried her bowsprit in the seas, wetting her head sails. It was a grand sight.

The Columbia pointed almost a point higher than her rival and footed just as fast. The Columbia had housed her working top-sail before they turned, and the Shamrock had not until the constantly freshening wind she decided that it was dangerous to carry it longer, and a sailor was sent aloft to lower it. It was a little too late, with the big ninety-footer backing into the jumping sea like a broncho, but after five minutes of hard work it was successfully accomplished. On every tack the three to windward the Yankee increased her lead, sailing so close that the old salts said she could "wipe the eye of the wind." The Shamrock was desperate, and reckless of the consequences the British skipper decided to crowd on more canvas. He bravely bent up, and after a deal of trouble succeeded in setting a small cup top-sail. The Columbia had the race well in hand and did not need to risk a broken spar. She kept on under main-sail, stay and jib.

Desperate Tactics.  
Fortunately the challenger's top mast did not carry away, though she leaned over under the press of canvas until her slippery decks were tilted at an angle of thirty degrees. Her speed was undoubtedly increased, but her inability to point lost her almost as much as she gained in footing. Then she resorted to splitting tacks, once running close inshore under the Navesink Highlands. A slight cant in the wind favored her at this time, and she managed to get under the lee of the high land, half a mile separated her from the Columbia. The patriots began to feel nervous, but with the finishing line two miles away there was little to be done. The Shamrock was a little faster and thereafter the Shamrock lost rather than gained ground. All the excursion boats at this time were backing into the head seas, and the ruffs of the yachts screws could churn. The tugboats were flooded. 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